





## NOW READY.

## THE CHRONICLE AND DIRECTORY FOR 1876.

With which is incorporated  
"THE CHINA DIRECTORY."

THIS Work, in the FOURTEENTH year of its existence, is NOW READY FOR SALE.

It has been compiled and printed at the Daily Press Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the "CHRONICLE AND DIRECTORY FOR 1876" contains a

## CHROMO-LITHOGRAPH

## OF A PLAN OF VICTORIA, HONGKONG, THE FOREIGN SETTLEMENTS OF SHANGHAI.

A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of THE VARIOUS HOUSE FLAGS (Designed expressly for the Work);

MAPS OF HONGKONG, JAPAN, THE P. & O. COMPANIES' ROUTES, AND THE COAST OF CHINA; ALSO, THE NEW CODE OF CIVIL PROCEDURE—HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.

The present Volume also contains a Directory of Singapore.

The "CHRONICLE AND DIRECTORY" is now the only publication of its kind for China and Japan.

The Directory is published in two Forms—Complete at \$5, or, with the Lists of Residents, Port Directories, Maps, &c., at \$8.

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NEW YORK..... Messrs. Wilson, Nicholls & Co.  
Boulogne, January 3rd 1876.

## The Daily Press.

HONGKONG, APRIL 7th, 1876.

The Japanese Government have just given a proof of weakness which, though not unusual, is characteristic of a people struggling to take rank among civilized powers but not yet able to maintain the position they have for a time assumed. The P. & O. Company have, as our readers are doubtless aware, recently put on a line of steamers to call at Higo and Nagasaki. This necessarily involves opposition to the Mitsui Bishi Steamship Company, who had for some time enjoyed their own way on this route. The Japanese Government, who are interested in the success of the native company, looked with some alarm and much disfavor upon this movement of the P. & O. Company, to which they could, of course, offer no open resistance. But they did what they could, in the interest of the Mitsui Bishi Company, to render the attempt of the foreign company fruitless. They issued an edict enjoining all Japanese intending to take passages in foreign vessels to provide themselves with passes. This law is, it is almost needless to say, capable of being worked in such a manner as to practically render it impossible for Japanese to sail in the P. & O. steamers. It appears that, on the 25th ultimo, on which date the P. & O. steamer *Orion* left Yokohama, over one hundred and sixty natives applied, early in the morning for passes to go by her, but the Kancho officials did not commence issuing them until 2 o'clock p.m. The result was that only sixty obtained passes, and more than one hundred who were waiting had to go by the Mitsui Bishi Company's steamer *Yokohama*. One Japanese gentleman, who had paid for his passage to Kobe by the *Orion*, could not get a pass at all, and was compelled to cancel his ticket with the P. & O. Company and proceed in one of the Japanese steamers. This is protection in its worst and most unfair form, and it is much to be regretted that the Japanese Government should ever have committed themselves to such a course. It is to be hoped that they will be brought to see the folly and injustice of this new policy. They are not to be blamed for wishing to foster native enterprise, that is natural and proper; but let them do it by fair and straightforward means. Every commercial boat should be allowed to sail on its own bottom. Probably there is room for both companies; but, if not, it is very certain the Japanese will prefer to travel by the Mitsui Bishi steamers provided they give equally good accommodation at the same rates of passage.

It is the wishes of the inhabitants of Southern Saghalien had been consulted in the matter, it is extremely probable that the transfer of that territory to the Russian Government would never have been made.

So, at least, it is to be inferred from the intelligence just received from Japan. It appears that no less than eight hundred and forty of the natives of Saghalien have emigrated, since the exchange of territory, to the province of Kiangsi, Yezo. This movement has arisen, of course, from a dislike to living under what to them is a foreign government. They have all the Asiatic natural hatred of change, and no doubt felt uneasy under Russian rule. Had they remained in Saghalien long enough after the establishment of Russian authority, they might have discovered that various advantages would accrue to them; but, obeying first impulses, they have hastened to Yezo, where they were doubtless gladly welcomed. The Japanese Government, desirous of developing the resources of its northern territory, have been seeking to attract Chinese emigrants thither, but hitherto with very indifferent success. This exodus from Saghalien will, therefore, be regarded with pleasure by the Authorities at Yezo, the more so probably because it affords a proof that the people of the added territory preferred the rule of Japan. Others will follow in the course of time. Perhaps the same thing may happen in the Kurile Islands, though this is less likely. How the Russians will regard this large emigration from a sparsely populated country it is hard to say. But they will not find it difficult to attract a fresh population. When labour is plentiful and trade encouraged there is sure to be no lack of immigrants. The Authorities at Yezo are certainly trying, as time is endeavouring to establish a trade shore. They have already sent out a new line of steamers, and have commenced to work the valuable coal mines in good earnest. Those of the natives who remain will share in the increased prosperity which Russian enterprise will be sure to bring to the island. The prejudice in favour of being governed by men of their own race may, however, have been pretty strong to induce a considerable body of people to migrate from the land of their birth.

The steamer *Nepos* left Singapore for Hongkong at daylight yesterday morning.

The Pacific Mail Company have started building three more new iron steamers for their China service. The size about half way between the *City of San Francisco* and *City of Peking*. This will give ample accommodation for stowage passengers and good freight room.

It is stated that the reason the *City of New York* was rejected for the *Colonado*, was that the former was too small to carry the passengers of the Australian line, but to be in great part rejected for the accommodation of Chinese passengers, before she can take her place on this route.

The *Alta* says the Colatians are good scholars. A Chinese confidant man is going about collecting statistics and other information. It seems that the student is assuming the well known and respected name of *Chun Lung* & Co. and has been doing a fine business. The police are on his track.

The practice of kidnapping appears to prevail amongst the Chinese in California as well as in other countries. A report has been received from a Chinese kidnapper that he has just returned from California, and returning with her to get her ward offered by her parents, were severely punished by the police.

The Occidental Hotel, Montgomery Street, San Francisco, one of the most comfortable, as well as one of the finest hotels in Western America, has been lately bought by the late advertisement, repaired and refurnished, and the management now confidently appeal to the travelling public for support. The hotel contains four hundred rooms, and the cuisine is all that could be desired even by the most fastidious. The charges are also very moderate.

A remarkable fact, says the *Alta*, was recorded on the 24th February by the mention in the newspaper of the bark *Robert Kelly* of the following: "The steamer *China* is a fine hour previous from Yokohama on this port."

The bark arrived on the 24th February in a remarkable passage of 25 days, beating the steamer *China* by a day. The *China* is a British ship, famous for its speed of 28 days from the same port in 1867.

The second of the new steamers of the P.M.S.S. Co. arrived at San Francisco on the 14th February in the remarkable passage of 59 days from New York. It is said that the steamer *China* was on her way to Hongkong when she was overtaken by the *China*, and she was then ordered to return to her home port.

The quantity of coal delivered from the bonded warehouses in London during the week ended 10th February, was 334,081 lb., which was 2,438 lb. more than was delivered during the corresponding week of the previous year.

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## LATEST TELEGRAMS.

## RUSSIAN TELEGRAMS.

ARRIVAL OF THE CHINESE PARTY.  
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The Chinese party arrived all at Yankow on the 15th of March. The letter was dated the 10th.

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...per pioni 25

[illegible]

... ..	19
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... ..	26

Alumina.....	2.00
.....	1.50
.....	61.00 to 61.50
.....	\$9.25 to 9.55
Glass.....	per box 8.50 to 8.50

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Construc.	Distinction
PHAMPOA.	
ING VESSELS.	
Vogel, Hagedorn & Co	New York
Carlomita & Og	Tientsin
Oilybant & Co	Tientsin

100

Simmen & Co	Shanghai
C. M. S. N. Co.	On West Coast
between Cheung-chow and	
LAOAO.	
on 28th March, 1876.	
H. O. & M. Stearns & Co	Land up
H. O. & M. Stearns & Co	
between Canton and Haioo.	
WATOW.	
on 28th March, 1876.	
Bradley & Co	

**W. Kruger**  
**& Kruger**  
on

E. Bennett & Co	Shanghai
E. Vincent & Co	Taku
Dierks & Kruger	Chifu

**AMOT.**  
on 24th March, 1876.

Pasdag & Co	
H.A. Petersen & Co	Samsang
Telles & Co	
H.A. Petersen & Co	
Johnston & Co	
Pasdag & Co	
Johnston & Co	Keelung
Boyd & Co	Saigon
H.A. Petersen & Co	
Boyd & Co	
Tait & Co	
Pasdag & Co	
H.A. Petersen & Co	
Pasdag & Co	
Pasdag & Co	Keelung

**FOOCHOW.**  
on 31st March, 1876.

Chinese	
Jardine, Matheson & Co	Shanghai
Chinese	
Chinese	Newchwang
Jardine, Matheson & Co	Hongkong

**HANGHAI.**  
on 28th March, 1876.

*The numerous steamers, tugs  
&c, receiving mails, which  
are not included in this*

Fraser & Co	
Wm. Frost & Co	

ook & Co.  
ell, Love & Co

Rueself & Co  
Ed. Schellhaas & Co  
Heintz & Co.  
Wm. Pustau & Co  
Ed. Schellhaas & Co  
W. S. Maclean

**OKOHAMA.**

from 25<sup>th</sup> March, 1876.

F. Knoblauch  
F. Knoblauch  
Quinsee  
Netherland Trading Co  
O. & O. Co  
H. Ahrens & Co  
E. O. Kirby & Co  
E. Fischer & Co  
Smith, Baker & Co  
Walsh, Hall & Co  
Order  
Messageries Maritimes  
Clippmann, Stone & Co  
Order  
E. O. Kirby & Co  
Order  
Netherland Trading Co  
Order  
Order  
Smith, Baker & Co  
Knäuper & Co  
E. Fisher & Co

**MANILA.**

on 19<sup>th</sup> March, 1876.

Order  
Order  
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J. M. Tansan & Co

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